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- Bus transportation, by Soviet standards, is tolerable; for example, buses from Taurage (55-15N, 22-18E) to Siauliai (55-15N, 20-42E) make two round trips a day. Despite the fact that highways are being repaired, they are so full of holes that the bus trip from Taurage to Siauliai, a distance of 95 kilometers, takes four hours. Whenever possible, however, people try to travel by bus because the fares are somewhat cheaper than by rail and the trip faster than by train. For instance, the train from Kaunas to Taurage arrives in Radviliskis at midnight, and one must wait until seven in the morning for the train to Taurage. Everyone avoids Radviliskis because a great many thieves coming from Russia have concentrated there and do much picking of pockets. A third-class rail ticket from Kaunas to Taurage costs 42 rubles.
- 2. The Kaunas railroad station, damaged during the war, should have been completely repaired in 1950 but, to all appearances, would not be finished in 1951.
- 3. A pier for commercial river ships has been constructed in Kaunas on Nemunas Island where the yacht club was formerly located. Railroad tracks have been extended to the pier and extend past the Carmelite church.
- l_{ullet} The bridge from Sanciai to Panemune has not been rebuilt. In its place there is a suspension footbridge which sways a great deal. One can go to Panemune only through Aleksotas.
- 5. The Zaliasis (Green) bridge from Kaunas proper to Aleksotas, which at first was constructed of wood, has now been converted to steel.

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6. The names of the following streets in Kaunas have been changed:

-2-

16 Vasario gatve is now Liepos 21 d. gatve Parodos gatve is now Kipro Petrausko gatve

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which reported that the bridge at Panemune, a suburb of Kaunas, had not been rebuilt; which referred to a Lithuanian 25X1 press report that the bridge was reopened in March 1949. It is probable that the press report was referring to the suspension footbridge and not to actual rebuilding.

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